



# LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA26 | Washwood Heath to Curzon Street

**Community data (CM-001-026)**

Community

November 2013

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# Department for Transport

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A report prepared for High Speed Two (HS2) Limited.

High Speed Two (HS2) Limited,  
Eland House,  
Bressenden Place,  
London SW1E 5DU

Details of how to obtain further copies are available from HS2 Ltd.

Telephone: 020 7944 4908

General email enquiries: [HS2enquiries@hs2.org.uk](mailto:HS2enquiries@hs2.org.uk)

Website: [www.hs2.org.uk](http://www.hs2.org.uk)

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# 1 Introduction

- 1.1.1 The community appendices for the Washwood Heath to Curzon Street community forum area (CFA 26) comprise:
  - community impact assessment record sheets for construction (Section 2); and
  - open space survey results (Section 3).
- 1.1.2 No significant effects have been identified on community resources in CFA26 during the operation of the Proposed Scheme; therefore there are no community impact assessment record sheets for operation.
- 1.1.3 Maps referred to throughout the community appendix are contained in the Volume 5: community map book.

## **2      Community impact assessment record sheets - construction**

## 2.1 Residential properties on Common Lane (south)

Table 1: Residential properties on Common Lane (south) community impact assessment record sheet

<b>Resource name</b>	Residential properties on Common Lane (south)
<b>Community Forum Area (CFA)</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	<p>There is a group of 27 properties on the eastern side of Common Lane in the Hodge Hill ward of Birmingham, comprising a row of terraced houses and three detached homes that back onto the site of the former Leyland DAF Vans (LDV) factory, which now represents a large tract of vacant, derelict land. The homes are positioned at a slightly elevated level. The area contains contrasting elements of both residential and industrial character. The northern edge of this group of properties is marked by the northern end of the row of terraces and vacant land between another row of terraced properties further north on Common Lane (see Table 6). The southern edge of the properties is marked by the boundary between the southern-most detached home and the Youth Offending Service building on Common Lane.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: land required for the construction of the Proposed Scheme will be located immediately adjacent to the rear gardens of the 27 properties. The land will be used for the development of the Washwood Heath depot, which will include major earthworks. The construction site will be approximately 64ha in total and will include a materials processing and logistics centre and the Bromford tunnel west portal (central) satellite compound to the rear of the properties. Construction works will result in the following significant environmental effects:</p> <p>Noise: construction works will result in significant noise effects during the daytime for approximately one years and ten months in total, in particular due to the demolition of several buildings and structures at the former Alstom works site, utility diversions, bulk earthworks and remediation, the reprocessing of materials and the construction of the depot buildings and track works. In addition piling activities at the tunnel portal will result in significant night-time noise effects on the properties at the northern end of Common Lane for approximately one month in total.</p> <p>Visual: significant visual effects will be expected from the rear upper storeys of the properties, particularly of the materials processing and logistics centre as well as the Bromford tunnel west portal (central) satellite compound. The centre and compound will operate within core hours, six days a week for a period of approximately five years and six months<sup>1</sup>. Residents of the northern-most properties within the affected group of properties will also experience significant visual effects from the front of their properties due to the demolition of buildings within the existing Washwood Heath Depot to their north-west. This will increase the visibility of the construction of the Proposed Scheme, including cranes and other high level activities. Solid boundaries to the rear of the properties and vegetation along these boundaries will provide screening of views from ground level and, in some instances, tall evergreen vegetation will screen views from upper storeys.</p> <p>Duration of impact: approximately two years in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.

<sup>1</sup> Core hours are 08:00-18:00 Monday-Friday and 08:00-13:00 Saturday.

<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.

## 2.2 Residential properties on Drews Lane

Table 2: Residential properties on Drews Lane community impact assessment record sheet

<b>Resource name</b>	Residential properties on Drews Lane
<b>Community forum area (CFA)</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	A row of 41 residential properties comprising predominantly 1940-50s semi-detached homes on the northern side of Drews Lane. These properties are located within the Hodge Hill ward of Birmingham, directly backing onto the site of the former Ward End Works site, which now represents a large tract of vacant, derelict land. The homes at the eastern end of the group of properties are also adjacent to the Parkway used car dealership, which is accessed from Drews Lane and other industrial uses off Wolseley Drive. Although the fronts of these properties enjoy a residential setting, the wider area to the north of Drews Lane is, by contrast, industrial in setting. The boundary of the study area in this location is marked by the rear boundaries of the properties on the northern side of Drews Lane to the north, by the access to the Parkway used car dealership to the east, by the western-most property along the northern side of Drews Lane to the west, and Drews Lane itself to the south.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: a group of 41 properties along the northern edge of Drews Lane will be located adjacent to construction activities associated with the proposed Washwood Heath depot. This includes the demolition of the UK Mail buildings to the north of the properties, the location of the Bromford tunnel west portal (central) satellite compound west of the properties and the location of the Bromford tunnel west portal (east) main compound immediately north of the properties. Additionally, there will be earthmoving activities associated with the proposed three balancing ponds and the Washwood Heath Brook diversion, approximately 80m north west of the properties. These works will result in the following significant environmental effects:</p> <p>Noise: construction works will result in significant noise effects during the daytime at these properties, for approximately two years in total for the properties to the west and six months in total at properties to the east of Drews Lane.</p> <p>Visual: existing views will be altered by the demolition of the UK Mail building, the introduction of site hoardings, the Bromford tunnel west portal (east) main compound as well as construction plant including the tunnel boring machinery. In addition, the earthmoving activities associated with the proposed three balancing ponds and the Washwood Heath Brook diversion (approximately 80m from the properties at the closest point) will be visible. The existing industrial buildings on Wolseley Drive will provide some screening of views from the properties located on the eastern end of Drews Lane. Additionally, solid boundaries (approximately 3.6m high) to the rear of the properties will screen views from ground level. In some instances, existing vegetation will provide some filtering of views.</p> <p>Duration of impact: approximately up to two years in total.</p>

<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.

## 2.3 Residential properties on Warren Road

Table 3: Residential properties on Warren Road community impact assessment record sheet

<b>Resource name</b>	Residential properties on Warren Road
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	A group of 62 residential properties on the northern side of Warren Road, including mostly semi-detached 1930s style homes to the east and west of Leigh Road, in the Hodge Hill area of Birmingham. The homes all have rear boundaries with the former Alstom works site. The dwellings are positioned at an elevated level with views over the former Alstom works site and former Leylands DAF Vans (LDV) site beyond. Warren Road is set within a residential setting, however to the rear of the properties there is a history of dense industrial uses.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: the residential properties will be immediately adjacent to the boundary of land required for the construction of the proposed Washwood Heath depot. The boundary to the rear of the properties will be bound by temporary hoarding approximately 3.6m high. Construction works to the rear of the properties will include the demolition of the several buildings and structures at the former Alstom works site, earthworks and the construction of depot buildings, which will result in the following significant environmental effects:</p> <p>Noise: residents at these properties will experience significant noise effects during the daytime for between one to three months, in particularly due to the demolitions of buildings to the rear. In addition, properties at the western end of Warren Road will experience significant noise during the night-time for approximately one month.</p> <p>Visual: significant visual effects are expected from the rear viewpoints of these properties, particularly from the upper stories with fore and middle ground views of the construction activities, which will be 80m away at the closest point. Construction activities include those arising from the demolition of the existing Depot buildings and the construction of the Washwood Heath depot, including the 14m high maintenance shed, stabling yard, sidings and associated overhead line equipment. The vegetation along the property boundaries will provide some low level filtering of views.</p> <p>Duration of impact: approximately three months in total.</p>
<b>Assessment of magnitude</b>	Low: two significant residual effects for less than six months.

<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Moderate adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination and of noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Moderate adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination and of noise and visual effects.

## 2.4 Leigh Junior, Infant and Nursery School

Table 4: Leigh Junior, Infant and Nursery School community impact assessment record sheet

<b>Resource name</b>	Leigh Junior, Infant and Nursery School
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Community
<b>Resource description/profile</b>	Leigh Junior, Infant and Nursery School, is an inner city state school in Washwood Heath, at the junction between Warren Road and Leigh Road, for children aged three-11 years. The number of pupils on role is 543, which is considerably higher than the national average for a primary school (251). The school is located in a relatively deprived area in accordance with the Index of Multiple Deprivation. In 2012 41.8% of pupils were entitled to free school meals compared with 26.2% nationally. In addition, the proportion of children with special needs and/or disabilities is higher than average <sup>2</sup> . The recreational outdoor areas, sports pitch and playgrounds are to the rear of the school and back onto the boundary of the former Alstom site.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: the land required for construction and operation of the Washwood Heath depot, is located immediately to the rear of the school site, including the outdoor play and recreation areas. The land will be bound with solid site hoarding approximately 4.8m high. All of the former Alstom train factory buildings immediately to the north of the school will be demolished to allow for the development of the proposed depot. The Proposed Scheme includes a retaining wall, soft landscaping and vegetation around the southern boundary of the depot site, to the immediate north of the school. Drainage channels will be constructed either side of this bund. The works will result in the following significant environmental effects:</p> <p>Noise: significant daytime noise effects are predicted for approximately four years and six months in total, mainly due to demolition works.</p> <p>Visual: throughout the construction period pupils and staff will be exposed to significant adverse visual effects, with views of the construction works.</p> <p>Duration of impact: approximately four years and six months in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Pupils and staff.

<sup>2</sup> Office for Standards in Education, Children's Services and Skills (Ofsted), (2012). School Dashboard Data.

<b>Assessment of sensitivity of receptor(s) to impact</b>	High: the operation of the school in regard to the provision of teaching and learning, will be highly sensitive to noise and visual disturbance. In addition the outdoor recreation areas to the rear of the school, closest to the proposed works, will be sensitive to such effects. There is a shortage of recreational/outdoor space at the school site and there are no alternative outdoor areas.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and users' enjoyment of the school as a result of the combination and of noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	HS2 Ltd will work closely with Leigh Junior, Infant and Nursery School to identify reasonably practicable measures to mitigate the residual significant amenity effect, including discretionary measures identified in the draft CoCP.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and users' enjoyment of the school as a result of the combination and of noise and visual effects.

## 2.5 Hasanat College

Table 5: Hasanat College community impact assessment record sheet

<b>Resource name</b>	Hasanat College
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type:</b>	Community
<b>Resource description/profile</b>	Hasanat College is located on Leigh Road in the Hodge Hill area of Birmingham. The college offers students the opportunity to study in a conductive Islamic environment with separate classes for female and male students. The college teaches undergraduate and postgraduate courses in management and Islamic studies as well as a range of short courses.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: the land required for the construction and operation of the proposed Washwood Heath depot is located to the immediate rear of the college site. The land will be bound with solid site hoarding approximately 4.8m high. All of the former Alstom train factory buildings immediately to the north of the college will be demolished to allow for the development of the proposed depot. The Proposed Scheme includes a retaining wall, soft landscaping and vegetation around the southern boundary of the depot site, immediately to the north of the school. Drainage channels will be constructed either side of this bund. The works will result in the following significant environmental effects:</p> <p>Noise: significant daytime noise effects will be experienced for approximately four years, most notably due to demolition works and the erection of temporary hoarding.</p> <p>Visual: throughout the construction period pupils and staff will be exposed to significant adverse visual effects with views of the construction works.</p> <p>Duration of impact: approximately four years in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Pupils and staff.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: teaching and learning activities are highly sensitive to noise and visual disturbance.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and users' enjoyment of the college as a result of the combination of visual and noise effects.

<b>Proposed mitigation options for significant effects</b>	HS2 Ltd will work closely with Hasanat College to identify reasonably practicable measures to mitigate the residual significant amenity effect, including discretionary measures identified in the draft CoCP.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and users' enjoyment of the college as a result of the combination of visual and noise effects.

## 2.6 Residential properties on Common Lane (north)

Table 6: Residential properties on Common Lane (north) community impact assessment record sheet

<b>Resource name</b>	Residential properties on Common Lane, Washwood Heath
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	There is a group of 12 residential properties on Common Lane in the Washwood Heath area of Birmingham, comprising a row of terraced houses that back onto the site of the former Leyland DAF Vans (LDV) site, which now represents a large tract of vacant, derelict land. The northernmost of these dwellings is close to the entrance to the former Leyland DAF Vans (LDV) site. The area contains contrasting elements of both residential and industrial character.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	<p>Impact: these 12 properties are located within land required permanently for the construction and operation of the proposed Washwood Heath depot. This will include the location of the Washwood Heath Brook diversion, a balancing pond and an area of landscape mitigation planting. The buildings will be demolished in order to accommodate these works.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	High: due to the permanent loss of the homes.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: the properties will be lost permanently.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: the properties will be lost permanently.

## 2.7 Masjid Ali Mosque

Table 7: Masjid Ali Mosque community impact assessment

<b>Resource name</b>	Masjid Ali Mosque
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street

<b>Resource type</b>	Community
<b>Resource description/profile</b>	The Masjid Ali Mosque is located on Aston Church Road on the corner with Arley Road within the Saltley area. The mosque provides prayer facilities for approximately 100 people, with separate male and female halls which are used as multi-purpose areas including youth activities.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and HGV traffic effects</b>	<p>Impact: the Proposed Scheme includes the demolition and replacement of the existing Aston Church Road Overbridge, to the west of the mosque. Utility diversions will be required within proximity to the mosque. The replacement Aston Church Road overbridge will be a three-span structure, crossing the existing Birmingham and Derby line, the route and the depot access lines. There will be three nearby satellite compounds associated with these works as well as the construction of the B4114 Saltley viaduct and multiple demolitions within Saltley Business Park. These works will result in the following significant environmental effects:</p> <p>Noise: construction works will result in significant noise effects during the daytime for approximately five months, in particular due to the proximity of nearby utility diversion works.</p> <p>HGV traffic: there will be several construction traffic routes within proximity to the mosque, this includes will include the Aston Church Road, Arley Road, Washwood Heath Road and Adderley Road. These will provide access to the construction sites including Saltley Business Park. This will result in a significant increase in HGVs passing the mosque.</p> <p>Duration of impact: approximately five months in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Users of the mosque.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: this is a place of worship, with prayer times throughout the day, and is therefore considered highly sensitive to noise and traffic disturbance.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and users' enjoyment of the mosque as a result of the combination of noise and transport effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and users' enjoyment of the mosque as a result of the combination of noise and transport effects.

## 2.8 Grand Union Canal

Table 8: Grand Union Canal community impact assessment record sheet

<b>Resource name</b>	Grand Union Canal
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	Grand Union Canal is one of the main canals in Birmingham; it runs between Birmingham and London. The Grand Union Canal passes through Saltley adjacent to the River Rea before passing beneath B4114 Saltley Viaduct and through Network Park industrial estate.
<b>Assessment year</b>	Construction phase (2017+)

<b>Impact 1: temporary loss of land</b>	Impact: as the route of the Proposed Scheme passes beneath B4114 Saltley Viaduct, it will also cross the Grand Union Canal. A small section of the Grand Union Canal, approximately 380m, is located within an area required for the construction of the Saltley canal underbridge. Access restrictions to the canal waterway will apply for short periods during the construction of the Proposed Scheme while deck beams are lifted into place as part of the construction of the Saltley canal underbridge. A temporary alternative way for pedestrians during the temporary closure of the towpath, adjacent to the canal, will be put in place.  Duration of impact: either six weekend or 30 overnight closures of the canal waterway and towpath.
<b>Assessment of magnitude</b>	Negligible: the canal and towpath will be closed for a short period of time during construction, there will be a pedestrian diversion and the canal will be accessible throughout the remainder of the construction period.
<b>Relevant receptors</b>	Users of the canal including those who live or work on the waterways, plus recreational users of the canal and tow path.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: there are a variety of other canals in Birmingham; although it is recognised these may not have the same landscape and heritage value.
<b>Significance rating of effect</b>	Negligible adverse not significant: the closures will be for a short period, and a temporary diversion for pedestrians using the towpath will be provided.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse not significant: the closures will be for a short period, and a temporary diversion for pedestrians using the towpath will be provided.

## 2.9 Staffordshire and West Midlands Probation Trust

Table 9: Staffordshire and West Midlands Probation Trust community impact assessment record sheet

<b>Resource name</b>	Staffordshire and West Midlands Probation Trust
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Community
<b>Resource description/profile</b>	The Staffordshire and West Midlands Probation Trust is a facility providing aftercare programmes, with the aim of preventing previous offenders from re-offending. The purpose is to manage offenders in the community across East Birmingham with supervision from officers based at the building. Offenders are required to attend meetings and undertake programmes within the building. Up to 100 offenders visit the building on a weekly basis and it is also the base for community pay back schemes. Offenders assemble at the building and are taken to sites across Birmingham between 09:00 and 17:00 during the week and at weekends which results in a build-up of vehicles around 09:30. No parking is provided for offenders at the site as public transport is usually used. Up to 48 staff are based at the building, but not all have allocated car parking. The trust is situated on Saltley High Street, at the entrance to Saltley Business Park <sup>3</sup> .
<b>Assessment year</b>	Construction phase (2017+)

<sup>3</sup> Information gathered at consultation with the West Midlands and Staffordshire Probation Trust on 8th July 2013.

<b>Impact 1: permanent loss of land</b>	<p>Impact: the only vehicular and pedestrian access point to the west of the building will be removed permanently due to the realignment of Pennine Way. The replacement Pennine Way will be located approximately 4m above the existing car park, which will prevent the re-establishment of the access to the trust site at this location. The Proposed Scheme includes a replacement access off Gate Street to the east of the building in order to mitigate this. This replacement access will be provided during the latter phase of the construction period (see impact 2).</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Negligible: a new access will be provided and the site could continue to function as usual.
<b>Relevant receptors</b>	Offenders in the local community registered to this facility and staff.
<b>Assessment of sensitivity of receptor (s) to impact</b>	High: the Saltley District Office is a local delivery unit of the Staffordshire and West Midlands Probation Trust. The facility supervises offenders in the community, those subject to a court order and those released from prison on license. The Trust provides aftercare programmes, with the aim of preventing re-offending. The car park is required by staff and for the transportation of those on the community service programmes.
<b>Significance rating of effect</b>	Minor adverse, not significant: access is will be re-provided as part of the Proposed Scheme.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse, not significant: access will be re-provided as part of the Proposed Scheme.
<b>Impact 2: temporary loss of land</b>	<p>Impact: a retaining wall is required between the trust site and the B4114 Saltley Viaduct, as part of the Proposed Scheme. Land within the trust site will be required temporarily for the construction of this wall. These works will be phased, so that access and some parking can be maintained throughout the construction period. During the first phase of works the existing access and the rear parking only (approximately 12 parking spaces) will be retained. During this period the retaining wall and the new access off Gate Street will be constructed. In phase 2 of the construction period, access will be via the new access off Gate Street and parking will only be available at the front of the building (approximately 11 parking spaces) to complete the construction of the retaining wall along Pennine Way. Following the construction period land within the car park will not be required.</p> <p>Duration of impact: intermittent throughout the construction period.</p>
<b>Assessment of magnitude</b>	Low: the resource will not be required to close and can continue to be used its intended purpose without any significant inconvenience or detriment to users.
<b>Relevant receptors</b>	Offenders in the local community registered to this facility and staff.
<b>Assessment of sensitivity of receptor (s) to impact:</b>	High: the Saltley District Office is a local delivery unit of the Staffordshire and West Midlands Probation Trust. The facility supervises offenders in the community, those subject to a court order and those released from prison on license. The trust provides aftercare programmes, with the aim of preventing re-offending. The car park is required by staff and for the transportation of those on community service programmes.
<b>Significance rating of effect</b>	Minor adverse, not significant.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse, not significant.

## 2.10 Residential properties on Northumberland Street and Vauxhall Grove

Table 10: Residential properties on Northumberland Street and Vauxhall Grove community impact assessment record sheet

<b>Resource name</b>	Vauxhall Grove and Northumberland Street
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	There is a group of 20 residential properties, comprising two blocks of flats at the southern-most end of Northumberland Street and the upper stories of the opposite two blocks of flats at the southern-most end of Vauxhall Grove. The flats, which represent typical post-war architectural styles, form part of a small residential community in this location and directly border the elevated railway tracks of the Birmingham and Bushbury line. The two blocks fronting Vauxhall Grove face St Vincent's School whereas the properties on Northumberland Street face the large side wall of Safeside at the West Midlands Fire Service Headquarters site. Overall, the properties reside within an area of mixed neighbourhood character. The group of properties is defined by the railway to the south, Northumberland Street to the west and Vauxhall Grove to the east.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: the construction site boundary for the Proposed Scheme is located in close proximity to 20 residential properties at the southern end of Vauxhall Grove and Northumberland Street, particularly at the south-western corner of Northumberland Street and the Birmingham and Bushbury line viaduct. Construction activities include those associated with Curzon Street No. 2 viaduct, the Curzon Street No. 2 viaduct satellite compound and the demolition of buildings to the south of the existing Birmingham and Bushbury line. These works will result in the following significant environmental effects:</p> <p>Noise: these works will result in significant noise effects during the daytime for approximately nine months in total and significant noise effects during the night-time for approximately five months due to the construction of the viaduct deck.</p> <p>Visual: significant visual effects are expected from the upper stories of the block of flats fronting Vauxhall Grove and the block of flats on Northumberland Street including un-obscured views of construction activities associated with the Curzon Street No.2 viaduct. In particular, the residents of flats fronting Northumberland Street will experience direct and close views in the immediate foreground of 2.4m high fencing that will surround the construction working area as well as the proposed vehicle turning head at the southern end of the street. Furthermore, due to the location of two site entrances off Northumberland Street, it will be possible to view construction traffic. Significant night-time visual effects are expected of the lighting associated with the proposed Curzon Street No. 2 viaduct, which will be much brighter than the existing street lighting and will be in areas of the view which are currently not directly lit.</p> <p>Duration of effect: approximately nine months during the daytime and five months at night-time in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.

<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.
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## 2.11 Residential properties on Vauxhall Road and Windsor Street South

Table 11: Residential properties on Vauxhall Road and Windsor Street South community impact assessment record sheet

<b>Resource name</b>	Vauxhall Road and Windsor Street South
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	There is a group of 26 residential properties fronting Vauxhall Road at the junction with Barrack Street and on Windsor Street South including a residential unit above the White Tower public house. These properties are mostly two-storey 1920s/30s terraced properties within the Duddesdon area. These properties are located at the southern edge of a residential area, although remain in the vicinity of many commercial and light industrial uses along the busy thoroughfare of Vauxhall Road, as well as being near to the large Curzon Gateway student accommodation block on Curzon Circus which dominates the area's streetscape. The row of houses is marginally elevated compared to the street level.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: a group of 26 residential properties fronting Vauxhall Road at the junction with Barrack Street and on Windsor Street South including a residential unit above the White Tower public house will be adjacent to construction works, and construction traffic routes including Vauxhall Road and A4540 Lawley Middleway. This will include the construction of the No.3 viaduct, the demolition of buildings behind St James' House on Vauxhall Road, the demolition of the Curzon Gateway student accommodation, the removal of the Curzon Circle roundabout on A4540 Lawley Middleway and the construction of a new four way junction. These works will result in the following significant environmental effects:</p> <p>Noise: road works will result in significant noise effects during the daytime (at properties closest to the A4540 Lawley Middleway) for approximately two months during the daytime. In addition significant night-time noise effects are expected for approximately five months due to the installation of the viaduct deck.</p> <p>Visual: significant visual effects are expected as a result of construction activities associated with the elevated section of the Proposed Scheme, including the proposed Curzon Street No.2 and No.3 viaducts, which will occupy the middle ground of the viewpoint. In particular, residents at properties able to look along St James' Place will clearly see the construction site and ground level activities. In addition, the activities associated with the demolition of the buildings behind St James' House on Vauxhall Road, the demolition of the Curzon Gateway student accommodation, the removal of the Curzon Circle roundabout on A4540 Lawley Middleway and associated vegetation, and the construction of a new four way junction, will significantly alter the view from this area.</p> <p>Duration of impact: up to seven months in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects for less than six months.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.

<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise and visual effects.

## 2.12 Birmingham City Council Museum Collection Centre

Table 12: Birmingham City Council (BCC) Museum Collection Centre community impact assessment record sheet

<b>Resource name</b>	Birmingham City Council (BCC) Museum Collection Centre
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Recreation
<b>Resource description/profile</b>	The BCC Museum Collection Centre is the central warehouse and distribution centre for artefacts owned and managed by Birmingham Museums. The centre also provides training with class room facilities, pre-arranged visits and opening days. It is located on Dollman Street in a predominantly industrial area.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	Impact: an area of approximately 100m <sup>2</sup> within the south-western corner of the service yard, to the rear of the collection centre, will be required permanently for the Curzon Street No.1 viaduct. Duration of impact: permanent.
<b>Assessment of magnitude</b>	Negligible: the facility will not be required to close and could continue to be used for its intended purpose without any significant inconvenience.
<b>Relevant receptors</b>	Visitors to the centre including specialist groups, experts and schools, plus staff and curators.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: the service yard to the rear of the BCC Museum Collections Centre is used for the loading and transportation of large exhibits on an occasional basis.
<b>Significance rating of effect</b>	Negligible adverse effect not significant: the collections centre could continue to operate the services it provides to visitors including organised tours and training.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse effect not significant: the collections centre could continue to operate the services it provides to visitors including organised tours and training.
<b>Impact 2: temporary loss of land</b>	Impact: the route of the Proposed Scheme will pass through the south-west corner of the service yard to the rear of the BCC Museum Collections Centre. The whole of the service yard will be required for construction works associated with the proposed Curzon Street No.1 viaduct. The works will take place over a period of four years, and access to the service yard will be closed during this period.  Duration of impact: approximately four years.
<b>Assessment of magnitude</b>	Low: the collection centre could continue to operate the service it provides to visitors including organised tours and training; however the transportation of large items to and from the centre will be restricted. The centre could not therefore continue to transfer artefacts to and from other museums and exhibitions. The large shutter doors to the rear of the centre will not be accessible. The school loan service, which currently operates from the location at the rear of the building, could operate from the main entrance which will remain accessible throughout the construction period.

<b>Relevant receptors</b>	Visitors to the centre including specialist groups, experts and schools, plus staff and curators.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Low: the loss of the service yard will not impair the function of the resource as an education facility.
<b>Significance rating of effect</b>	Minor adverse effect not significant.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse effect not significant.

## 2.13 West Midlands Fire Service Headquarters

Table 13: West Midlands Fire Service Headquarters community impact assessment record sheet

<b>Resource name</b>	West Midlands Fire Service Headquarters
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Community
<b>Resource description/profile</b>	<p>The West Midlands Fire Service Headquarters is a recently constructed purpose built facility (2008). The site comprises office space, a fire control centre, parking and an ambulance dispatch facility. The site is situated off the B4132 Vauxhall Road, approximately 1km east of Birmingham city centre. The Fire Control Centre, which receives emergency 999 calls, is based on site and serves the West Midlands and Staffordshire. The centre is operated 24 hours a day by staff on shifts of 12 to 14 hours. The facility has a minimum of 301 staff based in the headquarters building and up to 500 when fully staffed.</p> <p>Visitor parking is provided to the front of the building and staff parking to the rear. This includes parking within the service yard to the rear and an off-site car park off St James' Place. The rear parking area also includes a permanent ambulance location with a charging facility. The ambulance can provide a quick response service 24 hours a day throughout the year. The offsite parking area on St James Street provides an additional 150 car parking spaces for staff, split between ground level, undercroft parking, and upper level parking.</p> <p>The West Midlands Fire Service also have a ten year rental lease on four units within the viaduct arches to the rear of the site, which are used as storage and workshop space.</p> <p>Additional emergency fire response capacity operates from the site when required, usually once or twice a month.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	<p>Impact: an area to the rear of the West Midlands Fire Service Headquarters building will be required permanently for the construction and operation of the Curzon Street No.2 viaduct. The viaduct will be located approximately 10m from the rear of the building, at a height of approximately 20m. These works will remove approximately 1000m<sup>2</sup> of the service yard. This will result in the permanent loss of access to the units beneath the existing Lawley Street viaduct and the loss of car parking spaces. Access to the undercroft parking within the service yard will be returned following construction. In addition the Curzon Street No.3 viaduct will run through the off-site car park, requiring approximately 500m<sup>2</sup> of land within the car park, which will require the demolition and permanent loss of the decked car park structure.</p> <p>Duration of impact: permanent.</p>

<b>Assessment of magnitude</b>	Negligible: the majority of the service yard and off-site car park will not be required permanently and will be reinstated with parking provisions and other facilities and infrastructure removed during the construction period. Access to the viaduct arches will be lost permanently.
<b>Relevant receptors</b>	Members of the public served by the emergency service provision, plus between 300 and 500 staff in total.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: the car park areas are required for staff operating the Fire Control Centre. Nearby parking is required for these staff due to 24 hour shift working. There are currently no alternative car parks nearby. The viaduct arches are used by the West Midlands Fire Service for storage and workshop space.
<b>Significance rating of effect</b>	Minor adverse, not significant: the majority of the service yard and off-site car park is not required permanently for the operation of the Proposed Scheme and will be reinstated by HS2 Ltd following the construction works. This will include the reinstatement of parking provisions and the reconfiguration of the service yard to enable the replacement of the service yard facilities, infrastructure and access.
<b>Proposed mitigation options for significant effects</b>	No further mitigation is proposed.
<b>Residual effect significance rating</b>	Minor adverse, not significant: the majority of the service yard and off-site car park is not required permanently for the operation of the Proposed Scheme. The remainder of the service yard and off-site car park, which is not required permanently, will be reinstated by HS2 Ltd following the construction works. This will include the reinstatement of parking provisions and the reconfiguration of the service yard to enable the replacement of the service yard facilities, infrastructure and access.
<b>Impact 2: temporary loss of land</b>	<p>Impact: the route on viaduct (Curzon Street No.2 viaduct) will pass through the service yard to the rear of the West Midlands Fire Service Headquarters building and also through the off-site staff car park (Curzon Street No.3 viaduct) adjacent. This will result in the loss of access to the service yard, including the undercroft parking area, and the off-site car park for approximately five years during the construction period. Works will take place on approximately 1460m<sup>2</sup> of the service yard at the main site, and approximately 1556m<sup>2</sup> at the off-site car park. Construction works will include; the erection of temporary fencing approximately 2.4m high around the area of works, a temporary haul route to the south of the service yard and off-site car park linking the A4540 Lawley Middleway to Northumberland Road and the demolition of the existing decked car park structure at the off-site car park.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	High: the long term loss of the staff car parking areas and the service yard will partly impair the function of the West Midlands Fire Service Headquarters.
<b>Relevant receptors</b>	Members of the public served by the emergency service provision, plus between 301-500 staff in total.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: the car park areas are required for staff operating the Fire Control Centre. Nearby parking is required for these staff due to 24 hour shift working. There are currently no alternative car parks nearby. The viaduct arches are used by the Fire Service. The service yard include the ambulance dispatch facility and other infrastructure, which will is required to provide an emergency response from the location.
<b>Significance rating of effect</b>	Major adverse significant: the long term loss of land will result in the loss of staff car parking areas and the removal of infrastructure and facilities necessary to provide an emergency response.
<b>Proposed mitigation options for significant effects</b>	HS2 Ltd will continue to work with the West Midlands Fire Service, to identify a suitable means of relocating and/or reconfiguring the functional uses of the rear service yard and the staff car parking displaced by the Proposed Scheme during the construction period.
<b>Residual effect significance rating</b>	Major adverse significant: the long term loss of land will result in the loss of staff car parking areas and the removal of infrastructure and facilities necessary to provide an emergency response.

## 2.14 Arya Samaj Vedic Mission

Table 14: Arya Samaj Vedic Mission community impact assessment record sheet

<b>Resource name</b>	Arya Samaj Vedic Mission
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type:</b>	Community
<b>Resource description/profile</b>	<p>Arya Samaj Vedic Mission is principally a place of worship for those of Vedic faith. It is located on the junction between Inkerman Street and Erskine Street in Birmingham. The Vedic Mission is a registered charity. The facility provides the only place of worship for those of Vedic faith within the West Midlands region. The nearest alternative is in London and is not formally affiliated to the Arya Samaj Vedic Mission. The Vedic Mission has approximately 200 organisation members, approximately 700 matrimonial members and issues a newsletter to approximately 1,000 people. There are three permanent employees including the Priest, office manager and a dance teacher and all live locally in Birmingham. The facility provides overnight accommodation for people seeking refuge (e.g. homeless or people that require emergency accommodation).</p> <p>The facility provides the following services and facilities. This includes classes such as Satsang, Pranayam and yoga. In addition social gatherings and events are held including weddings, funerals, Diwali celebrations, Vedic Vivah Mele celebrations, discussion groups, elderly people day and young people groups. Learning activities take place within the library, and a pray room is also available at the facility. The building also provides catering facilities, a main hall that seats up to 350 people, an office and a car park.</p> <p>Residential accommodation includes a flat for the Priest and family and two accommodation rooms for those in crisis or visiting.</p>
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	<p>Impact: the Arya Samaj Vedic Mission site is located within land required permanently for the construction and operation of the Curzon Street No. 1 viaduct, which will carry the route as it approaches Curzon Street station. The building will be demolished in order to accommodate these works.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	High: permanent loss of the facility.
<b>Relevant receptors</b>	Users of the Vedic Mission, plus three permanent employees.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: this is a regularly used and highly valued resource. There are no comparable and accessible alternatives in the area.
<b>Significance rating of effect</b>	Major adverse, significant effect.
<b>Proposed mitigation options for significant effects</b>	<p>HS2 Ltd will continue to work with the owners to assist them with the identification of suitable alternative premises, to which the affected facility could relocate on the basis that it will be eligible for financial compensation under the National Compensation Code.</p> <p>Note: these measures have not been agreed at this stage and do not therefore change the residual effect.</p>
<b>Residual effect significance rating</b>	Major adverse, significant effect.

## 2.15 Proposed residential units at Eastside Locks

Table 15: Proposed residential units at Eastside Locks community impact assessment record sheet

<b>Resource name</b>	Proposed residential units at Eastside Locks
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Planning consent has been granted and it is assumed that the Eastside Locks mixed use development, including 475 residential units, will be complete and in use at the commencement of the construction of the Proposed Scheme. The Eastside Locks site is bound by Curzon Street to the south, Lawley Middleway in the east, Millennium Point in the west and Jennens Road to the north. The site includes an open section of the Digbeth Branch Canal. It is assumed that this development will be complete and in use by the beginning of the construction of the Proposed Scheme (2017).
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: the Eastside Locks development will be located north of Curzon Street which is identified as a construction traffic route. Curzon Street station and the Curzon Street No. 3 viaduct will be located to the south of the development area, along with the associated construction compounds. These works will result in the following environmental effects:</p> <p>Noise: construction works will result in significant noise effects for approximately seven months during the daytime and five months during the night-time.</p> <p>Visual: significant visual effects on fore and middle ground views are expected of the construction of the Curzon Street station and the Curzon Street No. 3 viaduct and the associated compounds. There will also be views of the demolition of the Curzon Gateway student accommodation. Views will have some screening at low levels due to the former Curzon Street Station building and the Woodman public house.</p> <p>Duration of impact: approximately one year in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these units.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the residential properties as a result of the combination of noise, visual and transport effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the properties as a result of the combination of noise, visual and transport effects.

## 2.16 Jennens Court student accommodation

Table 16: Jennens Court student accommodation community impact assessment record sheet

<b>Resource name</b>	Jennens Court student accommodation
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street

<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Jennens Court is a private student accommodation block associated with Birmingham City University, providing accommodation for approximately 350 undergraduate and post-graduate students. The accommodation block is located within the island created by Jennens Road, Grosvenor Street, Fox Street and Etna Street, and is located immediately to the east of Millennium Point. The surrounding area is urban in character but also contains large elements of vacant and derelict land. In addition to Millennium Point, Birmingham City University's New Technology Institute, Matthew Boulton College and the Birmingham Ormiston Academy are adjacent to Jennens Court. The assessment area is limited to the footprint of the accommodation block itself.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and visual effects</b>	<p>Impact: the construction site boundary for the Proposed Scheme will be located approximately 90m south of Jennens Court. Nearby construction works will include those associated with the proposed Curzon Street station. These works will result in the following significant environmental effects:</p> <p>Noise: significant noise effects are predicted during the daytime for approximately eight months mainly associated with demolitions and the construction of the Curzon Street station including utility works.</p> <p>Visual: significant visual effects are expected due to direct views of construction activities arising from the development of the proposed Curzon Street station and the Curzon Street No.3 viaduct, including activities within the construction working area on the north side of the station, the Curzon Street station main compound and the Curzon Street No.3 viaduct satellite compound. The construction activities, approximately 90m from the viewpoint, will form a prominent feature within the middle-ground of the viewpoint, extending above the existing skyline. The former Curzon Street Station building (Grade I listed) and the Woodman public house (Grade II listed) will provide some screening of low level activities.</p> <p>Duration of impact: approximately one year and eight months in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the properties as a result of the combination of noise and visual effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the properties as a result of the combination of noise and visual effects.

## 2.17 Proposed residential units at Typhoo Wharf

Table 17: Proposed residential units at Typhoo Wharf community impact assessment record sheet

<b>Resource name</b>	Proposed residential units at Typhoo Wharf
<b>CFA</b>	CFA z6 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential

<b>Resource description/profile</b>	Planning permission stands to convert Typhoo Wharf to create a new mixed use development including 353 residential units. The site is located to the north of Digbeth, at the junction of New Canal Street and Bordesley Street. It is assumed that this development will be complete and in use by the beginning of the construction of the Proposed Scheme (2017).
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant visual and HGV traffic effects</b>	<p>Impact: Typhoo Wharf will be located approximately 115m south of the area required to construct the Curzon Street station. Additionally, New Canal Street is identified for utility works and as a route for construction vehicle access. These works will result in the following environmental effects:</p> <p>Visual: construction works associated with the station are predicted to result in significant visual effects. This will include high level construction activities associated with the proposed Curzon Street station and the associated traffic on Fazeley Street and New Canal Street, which will be visible in the middle ground.</p> <p>HGV traffic: New Canal Street will be used as a construction traffic route, which will result in a significant increase in the number of HGVs.</p> <p>Duration of impact: approximately five years in total.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the properties as a result of the combination of visual and transport effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the properties as a result of the combination of visual and transport effects.

## 2.18 Residential flats at Masshouse Hive

Table 18: Residential flats at Masshouse Hive community impact assessment record sheet

<b>Resource name</b>	Residential flats at Masshouse Hive
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Masshouse includes two large, modern residential tower blocks (Block I and Block M) located within the large traffic island created by the busy thoroughfares of Moor Street, Queensway, Masshouse Lane and Park Street. Together, the high-rise residential blocks house 340 apartments over 14 storeys. The residential blocks are located approximately 150m west of Millennium Point, 300m north-east of Moor Street station. The surrounding area is highly urban in character containing a range of city-centre type uses including offices, higher education institutions, a hotel as well as some parkland.
<b>Assessment year</b>	Construction phase (2017+)

<b>Impact 1: temporary significant visual and HGV traffic effects</b>	<p>Impact: the large group of 340 residential flats fronting Park Street will be located immediately adjacent to the construction site boundary for the Proposed Scheme as well as adjacent to routes identified for construction traffic. The properties will be directly opposite the construction activities associated with the development of Curzon Street station itself, including the Curzon Street station main compound. These works will result in the following significant environmental effects:</p> <p>Visual: significant visual effects are expected due to views of the development of the Curzon Street station, the Curzon Street No.3 viaduct (including activities within the construction working area on the north side of the station), the Curzon Street station main compound and the Curzon Street No.3 viaduct satellite compound. The construction activities, approximately only 15m from the viewpoint, will dominate the view and obscure views of the existing Rugby to Birmingham line viaduct and the Warwick Bar Conservation Area beyond. Additionally, the loss of mature trees at Park Street Gardens will open up views during the construction phase.</p> <p>HGV traffic: construction traffic on Moor Street Queensway, Masshouse Lane and Park Street will result in a significant increase in the number of HGVs passing the residential properties.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of visual and HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of visual and HGV traffic effects.

## 2.19 Proposed residential units at Masshouse Hive

Table 19: Proposed residential units at Masshouse Hive

<b>Resource name</b>	Proposed residential units at Masshouse Hive
<b>CFA</b>	CFA z6 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Planning permission has been granted for the conversion of retail space on ground floor level of Masshouse Hive to five additional residential units. It is assumed that this development will be complete and in use by the commencement of the construction of the Proposed Scheme (2017).
<b>Assessment year</b>	Construction phase (2017+)

<b>Impact 1: temporary significant visual and HGV traffic effects</b>	<p>Impact: the proposed residential flats will be located at the ground floor of Masshouse Hive, fronting Park Street and will be located adjacent to the construction works associated with the proposed Curzon Street station. These works will result in the following significant environmental effects:</p> <p>Visual: significant visual effects are expected, with views of construction works approximately 15m from the viewpoint. Views will include the construction of the Curzon Street station, the Curzon Street No.3 viaduct (including activities within the construction working area on the north side of the station), the Curzon Street station main compound and the Curzon Street No.3 viaduct satellite compound. The construction activities will dominate the view and obscure views of the existing Rugby to Birmingham line viaduct and the Warwick Bar Conservation Area beyond. Additionally, the loss of mature trees at Park Street Gardens will open up views during the construction phase.</p> <p>HGV traffic: construction traffic will result in a significant increase in HGVs passing the properties.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of visual and transport effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of visual and transport effects.

## 2.20 Proposed residential units at Masshouse Plot 7

Table 20: Proposed residential units at Masshouse Plot 7 community impact assessment record sheet

<b>Resource name</b>	Proposed residential units at Masshouse Plot 7
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Planning permission has been granted for a large mixed use development at Masshouse Plot 7 which includes 12,355m <sup>2</sup> of residential development. This development would be bound by Chapel Street in the north, Moor Street Queensway in the east, The Priory Queensway in the south and Dale End in the west. The development will be made up of four blocks, with block C fronting onto Moor Street Queensway being residential. It is assumed that this development will be complete and in use by the commencement of the construction of the Proposed Scheme (2017).
<b>Assessment year</b>	Construction phase (2017+)

<b>Impact 1: temporary significant visual and transport effects</b>	<p>Impact: the proposed residential flats will be located at the ground floor of Masshouse Hive, fronting Park Street and will be located adjacent to the construction works associated with the proposed Curzon Street station. These works will result in the following significant environmental effects:</p> <p>Visual: significant visual effects are expected, with views of construction works approximately 15m from the viewpoint. Views will include the construction of the Curzon Street station, the Curzon Street No.3 viaduct (including activities within the construction working area on the north side of the station), the Curzon Street station main compound and the Curzon Street No.3 viaduct satellite compound. The construction activities will dominate the view and obscure views of the existing Rugby to Birmingham line viaduct and the Warwick Bar Conservation Area beyond. Additionally, the loss of mature trees at Park Street Gardens will open up views during the construction phase.</p> <p>HGV traffic: construction traffic will result in a significant increase in HGVs passing the properties.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	Medium: two significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the properties as a result of the combination of visual and transport effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and resident's enjoyment of the properties as a result of the combination of visual and transport effects.

## 2.21 Residential properties at Bordesley Street

Table 21: Residential properties on Bordesley Street community impact assessment record sheet

<b>Resource name</b>	Residential properties on Bordesley Street
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	There is a row of 11 three to four storey Victorian terraced properties located along Bordesley Street in Digbeth, approximately 200m south-east of Birmingham Moor Street station. Three of the properties at the end of the row sit above shop fronts or cafes. The properties are located in an industrial area and the general character of the area is historic, classic industrial.
<b>Assessment year</b>	Construction phase (2017+)

<b>Impact 1: temporary significant noise, visual and HGV traffic effects</b>	<p>Impact: a group of 11 residential properties (some of which may be split into flats) at the northern end of Bordesley Street will be located adjacent to construction traffic routes and utility works associated with the proposed Curzon Street station to the north. These works will result in the following significant environmental effects:</p> <p>Noise: the construction of Curzon Street station will result in significant noise effects, in particular due to nearby utility diversions for approximately five years.</p> <p>Visual: significant visual effects are expected; in particular cranes and other high level activities associated with the construction of the southern elevation and roof of the proposed Curzon Street station will be visible above the intervening buildings and the Rugby to Birmingham line. Properties that face New Bartholomew Street and the four storey properties at the southern end of the row will experience more direct views.</p> <p>Transport: Bordesley Street is identified as a construction traffic route, which will result in a significant increase in the number of HGVs passing the properties.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	High: three significant residual other environmental effects.
<b>Relevant receptors</b>	Residents of these properties.
<b>Assessment of sensitivity of receptor(s) to impact:</b>	High: all residential properties and their occupiers are identified as being highly sensitive.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and transport effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and residents' enjoyment of the properties as a result of the combination of noise, visual and transport effects.

## 2.22 Garrison Lane Park

Table 22: Garrison Lane Park community impact assessment record sheet

<b>Resource name</b>	Garrison Lane Park
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	Garrison Lane Park is located to the east of Garrison Circus roundabout and is accessed off Witton Street. The park provides a children's play area, an informal football pitch and grassland as is approximately 21,165m <sup>2</sup> . The park is lined with trees along Garrison Lane and Lower Dartmouth Street.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: the construction of the Proposed Scheme will require approximately 880m<sup>2</sup> of land within the eastern extent of Garrison Lane Park (4% of the total park). The land is required for highway works including the conversion of Garrison Circus from a roundabout to a traffic light controlled junction. It is not considered that these works will affect the function of the park.</p> <p>Duration of impact: one year and three months approximately.</p>

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<b>Assessment of magnitude</b>	Negligible: the temporary loss of a small area of the overall park, will not affect the function of the park.
<b>Relevant receptors</b>	Users of the park.
<b>Assessment of sensitivity of receptor(s) to impact:</b>	High: public open space that provides a recreational facility to local residents.
<b>Significance rating of effect</b>	Minor adverse, not significant.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse, not significant.

## 2.23 Birmingham City University Eastside Campus proposed expansion

Table 23: Birmingham City University Eastside Campus proposed expansion community impact assessment record sheet

<b>Resource name</b>	Birmingham City University Eastside Campus proposed expansion
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Community
<b>Resource description/profile</b>	Planning permission has been granted for the expansion of teaching facilities at the Birmingham City University campus in Eastside. It is proposed to expand the existing campus to the east, at Gopsal Street and Cardigan Street. The site is bounded by Curzon Street to the south, Digbeth Branch canal to the east, Gopsal Street to the north and Cardigan Street to the east. It is assumed that this development will be complete and in use by the beginning of the construction of the Proposed Scheme (2017).
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise, visual and HGV traffic effects</b>	<p>Impact: the proposed Curzon Street station and Curzon Street No. 3 viaduct will be located to the south of the proposed campus development, along with the associated construction compounds. These works will result in the following environmental effects:</p> <p>Noise: significant daytime noise effects are expected within a period of six years.</p> <p>Visual: significant visual effects are expected from fore and middle ground views due to the construction of Curzon Street station, Curzon Street No. 3 viaduct and the associated compounds. There will also be views of the demolition of Curzon Gateway student accommodation. Views will have some screening at low levels due to the former Curzon Street Station and the Woodman public house.</p> <p>HGV traffic: Curzon Street will provide a construction traffic route, which will result in a significant increase in the number of HGVs.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	High: three significant residual other environmental effects.
<b>Relevant receptors</b>	Students, staff and visitors.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: it is considered that teaching and learning space is sensitive to amenity impacts.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and enjoyment of the facility as a result of the combination of noise, visual and HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and enjoyment of the facility as a result of the combination of noise, visual and HGV traffic effects.

## 2.24 The Parkside Building, Birmingham City University City Centre Campus

<b>Resource name</b>	The Parkside Building
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Community
<b>Resource description/profile</b>	The Parkside Building, forms part of the Birmingham City University City Centre Campus alongside Millennium Point to the west. The Parkside Building accommodates the University's School of Media and the Institute of Art and Design. This is a five floor building providing studio and workshop space, which fronts Curzon Street and Eastside City Park.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant HGV traffic, noise and visual effects</b>	<p>Impact: The Parkside Building, which forms part of Birmingham City University City Centre Campus, will be located directly north of the construction works associated with the proposed Curzon Street station and the Curzon Street No.3 viaduct. This will include the Curzon Street station No.3 viaduct satellite compound and the Curzon Street station main construction compound. Curzon Street will provide a construction traffic route, which will result in a significant increase in HGV traffic passing the Parkside Building. Construction works will be visible in the foreground and middle ground, from the teaching facility. The temporary fencing that will surround the working area along Curzon Street, the construction site access point near the Digbeth Branch Canal and the demolition of the Curzon Gateway student accommodation will also be visible. Adverse views will result in a significant visual effect on those using the Parkside Building. In addition construction works will result in significant noise effects during the daytime within a period of six years.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	High: three residual significant environmental effects.
<b>Relevant receptors</b>	Students, staff and visitors.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: teaching and learning space is considered sensitive to amenity effects.
<b>Significance rating of effect</b>	Major adverse, significant effect: change to amenity, character and enjoyment of the facility as a result of the combination of noise, visual and HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	No other mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse, significant effect: change to amenity, character and enjoyment of the facility as a result of the combination of noise, visual and HGV traffic effects.

## 2.25 Millennium Point

Table 24: Millennium Point community impact assessment record sheet

<b>Resource name</b>	Millennium Point
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Community and recreation

<b>Resource description/profile</b>	Millennium Point, located on Curzon Street provides visitor attractions such as the Think Tank Museum and a cinema, educational establishments including Birmingham City University and Birmingham Metropolitan College, as well as commercial business and retail units. Millennium Point fronts onto Eastside City Park with vehicular access off Jennens Road, Curzon Street and Belmont Road. Pedestrian access is via Park Street, Fazeley Street, New Canal Street and Curzon Street to the south and Jennens Road to the north. The Think Tank Museum includes a Science Garden, to the front of Millennium Point, which was developed as part of Eastside City Park.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: visual barriers and reduced accessibility</b>	<p>Impact: the construction site for the Curzon Street station includes an area of land bound by Curzon Street, the Rugby to Birmingham line, Lawley Middleway and Moor Street Queensway. The land will be used for the location of a multi-storey construction compound to the rear of the former Curzon Street Station, a satellite compound and a construction haul route. The land will be bound by temporary fencing over 2.4m high. These works will create a visual barrier between Millennium Point and the areas to the south and south west.</p> <p>The Proposed Scheme will require the permanent closure of the northern sections of Park Street and Fazeley Street, Freeman Street and Banbury Street and the long term closure (approximately five years) of the northern end of New Canal Street. Pedestrian routes including Fazeley Street and Park Street are very well used (see Section 12: Traffic and transport). This will impact on vehicular and pedestrian access from the areas to the south of Millennium Point. Pedestrians accessing Millennium Point from areas to the west will be required to walk alongside the temporary hoarding and construction works off Moor Street Queensway and Curzon Street. Pedestrians accessing Millennium Point from the south will be required to follow a temporary diversion to the east of New Canal Street, along a proposed construction haul route (whilst not in use) or along the permanent realigned New Canal Street, depending on the stage of the construction works. Vehicle users will experience significant delays on Jennens Road to the north of Millennium Point, which provides access to the rear car park. Significant delays to vehicle users will also be experienced on Moor Street Queensway and Curzon Street. In addition, the Proposed Scheme will require the permanent removal of the temporary car park to the south of Millennium Point.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	Medium: the combination of the adjacent construction works and closures and delays to the surrounding road network will result in reduced accessibility to Millennium Point. In particular, this will impact on those travelling to Millennium Point from areas to the south and west, including Digbeth, Moor Street station and the Bullring.
<b>Relevant receptors</b>	Visitors, students and other regular users.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: there are no comparable facilities in the area.
<b>Significance rating of effect</b>	Major adverse significant: isolation of Millennium Point.
<b>Proposed mitigation options for significant effects</b>	No other mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: isolation of Millennium Point.

## 2.26 Think Tank Museum Science Garden

Table 25: Think Tank Museum Science Garden community impact assessment record sheet

<b>Resource name</b>	Think Tank Museum Science Garden
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Recreation

<b>Resource description/profile</b>	The Think Tank Museum is located within Millennium Point and includes a science garden at the front of the building, approximately 800m <sup>2</sup> , which was developed as part of Eastside City Park. The science garden provides an interactive outdoor exploration space, with 42 exhibits based on the themes of engineering, mechanics and transportation.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant HGV traffic and visual effects</b>	<p>Impact: the southern boundary of the garden will be adjacent to construction works, including the use of Curzon Street as a construction traffic route and the Curzon Street station main compound and a satellite compound further south. Nearby construction works will result in the following environmental effects:</p> <p>Visual: significant adverse views will be experienced by visitors to the science garden, including the use of tower cranes for the lifting and placing of precast concrete units.</p> <p>Transport: there will be a significant number of HGVs passing the science garden, on Curzon Street.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	Moderate: two significant residual environmental effects.
<b>Relevant receptors</b>	Visitors to the Think Tank Science Garden.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: the science garden is one of the first projects of this type in the UK, with few other similar facilities.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and users' enjoyment of the science garden as a result of the combination HGV traffic and visual effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and users' enjoyment of the science garden as a result of the combination of HGV traffic and visual effects.

## 2.27 Digbeth Branch Canal

Table 26: Digbeth Branch Canal community impact assessment record sheet

<b>Resource name</b>	Digbeth Branch Canal
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Open Space
<b>Resource description/profile</b>	Digbeth Branch Canal links the Birmingham and Fazeley Canal to Grand Union Canal, and is approximately 2km in length.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary loss of land</b>	<p>Impact: a short section of the Digbeth Branch Canal will be affected by the Proposed Scheme, as the route splits from two to seven railway lines at Curzon Street No.3 viaduct on approach to the proposed Curzon Street station. Restrictions to the access to the canal and towpaths will apply through the construction of the viaduct. This will include either six weekend or 30 overnight closures of the canal waterway and towpath. A temporary alternative route for pedestrians will be put in place during the temporary closure of the towpath, located adjacent to the canal.</p> <p>Duration of impact: either six weekend or 30 overnight closures of the canal waterway and towpath.</p>
<b>Assessment of magnitude</b>	Negligible: this section of the Digbeth Branch Canal will be unusable at certain times, however a diversion will be provided.

<b>Relevant receptors</b>	Users of the canal including those who live or work on the waterways, plus recreational users of the canal and towpath.
<b>Assessment of sensitivity of receptor(s) to impact</b>	Medium: there are a variety of other canals in Birmingham, although they may not have an equal landscape and heritage value. To the east of the former Curzon Street Station, Digbeth Branch canal passes through a Grade II listed 1838 Curzon Street rail bridge, and between Jennens Road and Great Barr Street the canal is within the Warwick Bar Conservation Area.
<b>Significance rating of effect</b>	Negligible adverse, not significant: due to the closure of a short section of the canal network.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Negligible adverse not significant: due to the closure of a short section of the canal network.

## 2.28 Eastside City Park

Table 27: Eastside City Park community impact assessment record sheet

<b>Resource name</b>	Eastside City Park
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	Eastside City Park is a new park within the Eastside quarter of Birmingham city centre, a key element of the Eastside Masterplan <sup>4</sup> . It provides approximately 32,000m <sup>2</sup> of public open space, which extends from Cardigan Street, lines the frontage of Millennium Point and Curzon Street, and provides a link to Park Street Gardens. The park provides formal landscaped gardens, a science garden, and a public square and grassed areas of open space.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	<p>Impact: an area of Eastside City Park, approximately 8500m<sup>2</sup> (27% of the total park area) will be removed permanently. The majority of this area (approximately 6900m<sup>2</sup>) will be developed as the Curzon Promenade, a large area of public realm to the north of the proposed Curzon Street station, and will integrate with Eastside City Park. The remainder of the removed parkland, approximately 1400m<sup>2</sup>, is required for the realignment of New Canal Street to the west of the Woodman public house. The realignment is required to protect the Grade I listed wall associated with the former Curzon Street Station building. The realigned road will be lined with planting to integrate the road with Eastside City Park. In addition a small area will be required for the Curzon Street station footprint.</p> <p>Duration of impact: permanent.</p>
<b>Assessment of magnitude</b>	Negligible: it is considered that the permanent removal of an area of Eastside City Park will not impair the overall function of the park as the majority of this land will be developed as an area of public realm that will integrate with the park.
<b>Relevant receptors</b>	Users of the park.

<sup>4</sup> Birmingham City Council (2011) *Eastside Masterplan, 2011*; <http://birmingham.gov.uk/eastsidemasterplan>

<b>Assessment of sensitivity of receptor(s) to impact</b>	High: the park is very well used and there is a shortage of public open space in Birmingham city centre. BCC's The Future of Birmingham's Parks and Open Spaces reports <sup>5</sup> an assessment of open space provision in each ward of Birmingham. Nethells Ward, which Park Street Gardens is located within, was found to have between 1.5 and 1.99ha of open space per 1000 population. This is below the target for public open space set out in the Birmingham Unitary Development Plan, which states that "the standard of two hectares of public open space per 1000 population will be used to assess the adequacy of existing public open space provision across the city."
<b>Significance rating of effect</b>	Minor adverse not significant: as the majority of land removed from the park will be developed as public realm.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse not significant: as the majority of land removed from the park will be developed as public realm.
<b>Impact 2: temporary loss of land</b>	<p>Impact: within Eastside City Park, a public square area and a grassed area south of the square will be required for the construction and operation of the Proposed Scheme. This includes approximately 11,500m<sup>2</sup> of the park (36% of the total park), which will be removed for approximately five years during the construction period. The land will be used for the construction of Curzon Street station, including a number of utility diversions, and will be bound by a temporary fence of 2.4m high. Part of this land (approximately 3000m<sup>2</sup>) will be required for the construction period only, following which it will be reinstated as Eastside City Park. The remaining 8500m<sup>2</sup> will be lost permanently (see permanent effects). The long-term loss of the public square and nearby grass areas will impair the overall function of the park, particularly as the area provides a pedestrian link to the city centre.</p> <p>Duration of impact: approximately five years.</p>
<b>Assessment of magnitude</b>	High: this will significantly impair the overall function of the park, particularly as the area which will be removed links the park to the city centre.
<b>Relevant receptors</b>	Users of the park.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: the park is very well used and there is a shortage of public open space in Birmingham city centre. BCC's The Future of Birmingham's Parks and Open Spaces reports an assessment of open space provision in each ward of Birmingham. Nethells Ward, which Park Street Gardens is located within, was found to have between 1.5 and 1.99ha of open space per 1000 population. This is below the target for public open space set out in the Birmingham Unitary Development Plan, which states that "the standard of two hectares of public open space per 1000 population will be used to assess the adequacy of existing public open space provision across the city."
<b>Significance rating of effect</b>	Major adverse significant: the long term loss of the public square and nearby grassed areas will impair the overall function of the park.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: the long term loss of the public square and nearby grassed areas will impair the overall function of the park.

<sup>5</sup> Birmingham City Council (2006), *The Future of Birmingham's Parks and Open Spaces Supplementary Planning Document*.

<b>Impact 3: temporary significant visual and HGV traffic effects</b>	Impact: the construction works within Eastside City Park will result in significant visual effects on the users of the park. In addition, Curzon Street will provide a construction traffic route which will result in a significant increase in the number of HGVs passing the park.  Duration of impact: approximately five years.
<b>Assessment of magnitude</b>	High: two residual environmental effects.
<b>Relevant receptors</b>	Users of the park.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: the park is very well used and there is a shortage of public open space in Birmingham city centre.  BCC's The Future of Birmingham's Parks and Open Spaces reports an assessment of open space provision in each ward of Birmingham. Nechells Ward, which Park Street Gardens is located within, was found to have between 1.5 and 1.99ha of open space per 1000 population. This is below the target for public open space set out in the Birmingham Unitary Development Plan, which states that "the standard of two hectares of public open space per 1000 population will be used to assess the adequacy of existing public open space provision across the city."
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and users' enjoyment of the park as a result of the combination of HGV traffic and visual effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and users' enjoyment of the park as a result of the combination of HGV traffic and visual effects.

## 2.29 Curzon Gateway student accommodation

Table 28: Curzon Gateway student accommodation community impact assessment record sheet

<b>Resource name</b>	Curzon Gateway student accommodation
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Residential
<b>Resource description/profile</b>	Curzon Gateway student accommodation is made up of five modern blocks with a total of 752 student flats, provided by Unite Student Accommodation. These blocks are bound by the A4540 Lawley Middleway to the east, Curzon Street to the north, and the Birmingham and Derby rail line to the south.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	Impact: the five accommodation blocks are located within land required permanently for the construction and operation of the Curzon Street No. 3 viaduct. The buildings will be demolished in order to accommodate these works.  Duration of impact: permanent.
<b>Assessment of magnitude</b>	High: permanent loss of student accommodation.
<b>Relevant receptors</b>	Local student population.
<b>Assessment of sensitivity of receptor(s) to impact</b>	High: all residential properties and their occupiers are identified as being highly sensitive.

<b>Significance rating of effect</b>	Major adverse significant.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant.

## 2.30 Park Street Gardens

Table 29: Park Street Gardens community impact assessment record sheet

<b>Resource name</b>	Park Street Gardens
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Open space
<b>Resource description/profile</b>	Park Street Gardens provides approximately 6620m <sup>2</sup> of public open space, located within the Eastside quarter of Birmingham city centre. The park runs parallel to Park Street and is split into two sections by Fazeley Street. The park provides a seating area and footpaths, providing access from Park Street to the wider Eastside quarter of the city. It is principally used as a right of way, and also accommodates a former post-medieval cemetery linked to St Martin's Church. Grave stones are evidenced within parts of the gardens, contributing to an interesting public open space within an important heritage value.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: permanent loss of land</b>	<p>Impact: Park Street Gardens is within an area of land required permanently for the construction and operation of Curzon Street station, resulting in the permanent removal of Park Street Gardens. The area of Park Street Gardens to the south of Fazeley Street is required to accommodate the eastern end of the proposed Curzon Street station with the main concourse level. The northern area of the gardens is required for an area of public realm, the Curzon Promenade, which will link to Moor Street Queensway, the front of Hotel La Tour and Eastside City Park. This will help mitigate the quantity of public open space lost, however will not replace the unique value of Park Street Gardens.</p> <p>Duration of impact: permanent</p>
<b>Assessment of magnitude</b>	High: Park Street Gardens will be lost permanently.
<b>Relevant receptors</b>	Users of the open space.
<b>Assessment of sensitivity of receptor(s) to impact:</b>	<p>High: there is shortage of public open space in Birmingham city centre and the gardens are well used as an amenity green space and as right of way.</p> <p>BCC's The Future of Birmingham's Parks and Open Spaces reports an assessment of open space provision in each ward of Birmingham. Nechells Ward, which Park Street Gardens is located within, was found to have between 1.5 and 1.99ha of open space per 1000 population. This is below the target for public open space set out in the Birmingham Unitary Development Plan, which states that "the standard of two hectares of public open space per 1000 population will be used to assess the adequacy of existing public open space provision across the city".<sup>6</sup></p>
<b>Significance rating of effect</b>	Major adverse significant.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.

<sup>6</sup> Birmingham City Council (2005), *Unitary Development Plan*, para.3.53.

<b>Residual effect significance rating</b>	Major adverse significant.
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## 2.31 The Polish Centre

Table 30: The Polish Centre community impact assessment record sheet

<b>Resource name</b>	The Polish Centre
<b>CFA</b>	CFA 26 – Washwood Heath to Curzon Street
<b>Resource type</b>	Community
<b>Resource description/profile</b>	The Polish Centre is located on Bordesley Street, immediately south of the Rugby to Birmingham line, with a car park to the rear. The Centre is regularly used by the local Polish community, as a place to practice Polish traditions, language and culture. Members of the Polish Centre attend services at St Michael's Catholic Church, located on Moor Street Queensway, on a weekly basis. It is also used by the wider community, with regular events, a bar and a delicatessen. The Centre provides three function rooms that together accommodate approximately 220 people.
<b>Assessment year</b>	Construction phase (2017+)
<b>Impact 1: temporary significant noise and transport effects</b>	<p>Impact: The Polish Centre will be located south of the proposed Curzon Street station and adjacent to associated utility works and construction traffic routes. These works will result in a significant adverse noise effect for approximately one year. In addition, Bordesley Street and Park Street will provide construction traffic routes that will result in a significant increase in HGV traffic passing the Polish Centre. The combination of significant noise and HGV traffic effects will result in a major adverse effect on the amenity of the users of the Polish Centre for approximately one year in total, and is therefore considered significant.</p> <p>Duration of impact: approximately one year in total.</p>
<b>Assessment of magnitude</b>	Moderate: two significant residual environmental effects.
<b>Relevant receptors</b>	Users of The Polish Centre.
<b>Assessment of sensitivity of receptor (s) to impact:</b>	High: this is the only Polish community centre in Birmingham and is a well-used facility.
<b>Significance rating of effect</b>	Major adverse significant: change to amenity, character and users' enjoyment of the facility as a result of the combination of noise and HGV traffic effects.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Major adverse significant: change to amenity, character and users' enjoyment of the facility as a result of the combination of noise and HGV traffic effects.
<b>Impact 2: reduced accessibility</b>	<p>Impact: the Polish Centre will be impacted by reduced access during the construction period. This includes the permanent closure of Bordesley Street, immediately adjacent to the Polish Centre. The Proposed Scheme will provide a turning circle to allow vehicles to access the Centre and depart back onto Park Street. Pedestrian access to St Michael's Church will be restricted during the construction period due to the permanent closure of Freeman Street, a section of Park Street and Seymour Street. Pedestrians travelling from the Polish Centre to the church will be able to access the church via Park Street to the south, Moor Street and Moor Street Queensway. This will increase the distance of the pedestrian route and may cause inconvenience for approximately five years during the construction period. The Proposed Scheme will provide a pedestrian link from Bordesley Street and Park Street, at the south side of the proposed Curzon Street station, to access Moor Street Queensway via station square.</p> <p>Duration: approximately five years.</p>

<b>Assessment of magnitude</b>	Negligible: this will cause a minor inconvenience to members of the Polish Centre accessing St Michael's Church on Moor Street Queensway.
<b>Relevant receptors</b>	Members of the Polish Centre that access the nearby Church from the centre.
<b>Assessment of sensitivity of receptor (s) to impact:</b>	High: this is the only Polish community centre in Birmingham and is a well-used facility.
<b>Significance rating of effect</b>	Minor adverse, not significant: isolation effect.
<b>Proposed mitigation options for significant effects</b>	No further mitigation proposed.
<b>Residual effect significance rating</b>	Minor adverse, not significant: isolation effect.

# 3 Open space survey/public rights of way survey results

## 3.1 Survey process

- 3.1.1 Open space surveys have been undertaken to collect primary survey data on the use and quality of open spaces that may be affected by the Proposed Scheme. The information collected will potentially help identify the sensitivity of the open spaces (resources) and its users (receptors) to potential losses, severance and/or amenity effects.
- 3.1.2 A consistent sample methodology has been used for each open space survey. This included four 15 minute surveys on a weekend day during the summer season of 2012 and four 15 minute surveys on a weekday during the autumn season of 2012<sup>7</sup>. Weekend surveys were designed to capture peak usage while the weekday surveys were designed to capture more typical usage. Surveys were undertaken between the hours of 08:00 and 18:00 at weekends and 07:00 and 19:00 on weekdays, with timings chosen to capture peak usage. Weather conditions were recorded during each survey and surveying during adverse weather conditions, including rain and abnormally cold/inclement weather, was avoided.
- 3.1.3 The public rights of way (PRoW) surveys took place on one weekend day (continuously from 08:00-18:00) in rural areas or one weekday (continuously from 07:00-19:00) in urban areas, with all users of the PRoW counted during those time periods. Users that came and returned during the course of the survey period along the same PRoW would have been counted on the outward and return journey. The PRoW surveys were undertaken for the purposes of the traffic and transport assessment. The results were then adapted for the analysis of promoted routes for the community assessment. Weather conditions were not generally recorded by the surveyors for the PRoW surveys.

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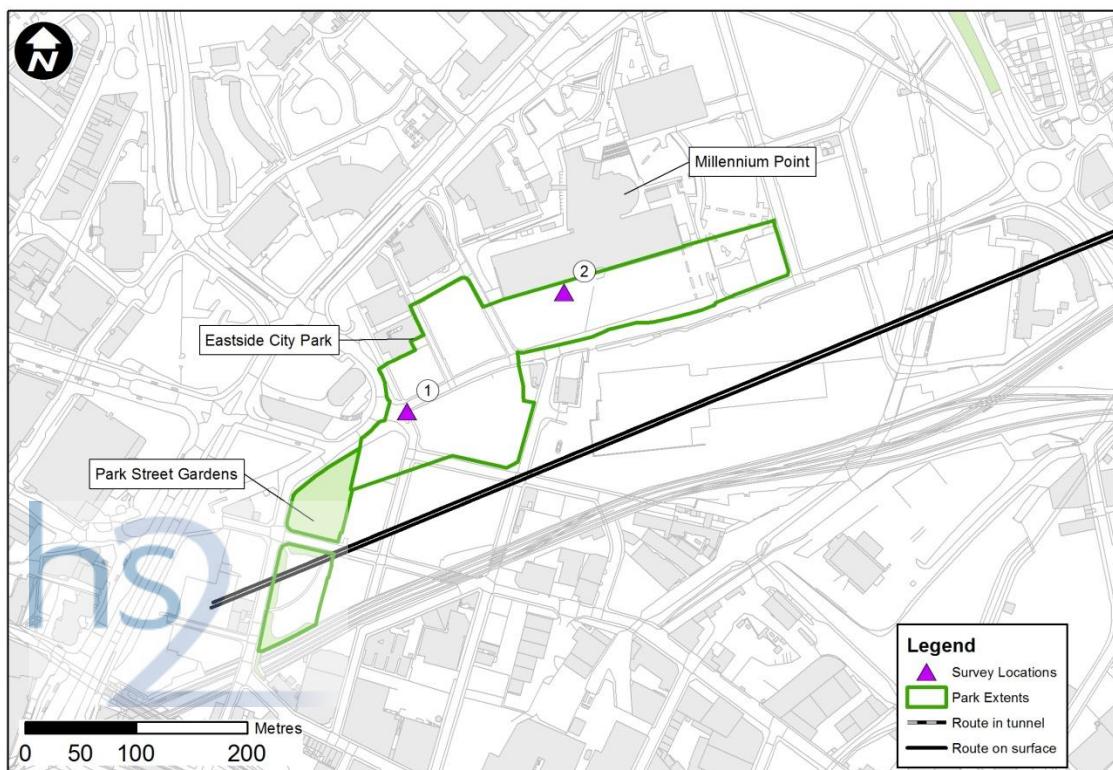
<sup>7</sup> Due to the opening date of Eastside City Park (March 2013), surveys were undertaken during the summer season of 2013. No autumn surveys were possible.

## 3.2 Eastside City Park, Birmingham City Council, Curzon Street

### Site overview

- 3.2.2 Eastside City Park is a new park, officially opened in March 2013. It is located to the east of Birmingham City centre, 300m north-east of Moor Street station. It was the first new park to be opened in Birmingham for 130 years. The park is a key project promoted by the Big City Plan and the Eastside Masterplan.
- 3.2.3 Eastside City Park is approximately 3.2ha in size extending from Park Street Gardens, along Curzon Street and the frontage of Millennium Point to Cardigan Street in the west. It is located to the east of the main city centre shopping areas and south of a higher education cluster comprising Aston University, Birmingham City University and Birmingham Metropolitan College's Matthew Boulton Campus.
- 3.2.4 The park is owned and managed by BCC, and consists of a series of landscaped open spaces including: 310 trees, formal lawns, public squares and a canal feature approximately 188m long, and a 21 jet dry plaza. The park also incorporates a science garden, kiosk and children's play area developed by the Think Tank Museum.

Figure 1 Site overview



## Relationship between the site and the Proposed Scheme

- 3.2.5 Within Eastside City Park the public square area and a grass area south of the square will be required for the construction of the Proposed Scheme for approximately five years. This includes approximately 11,500m<sup>2</sup> of the park (36% of the total park). The land will be required for the construction of the proposed Curzon Street station. Part of this land (approximately 3000m<sup>2</sup>) will be required for the construction period only, following which it will be reinstated as an area of public realm. The remaining 8500m<sup>2</sup> will be lost permanently. The majority of this area will be developed as part of the Curzon Promenade, a large area of public realm to the north of the proposed Curzon Street station, and will integrate with Eastside City Park. The majority of the remaining removed parkland, approximately 1400m<sup>2</sup>, is required for the realignment of New Canal Street to the west of the Grade II listed Woodman public house. The realignment is required to protect the Grade I listed wall associated with the former Curzon Station building. The realigned road will be lined with planting to integrate the road with Eastside City Park. In addition, a small area will be required for the Curzon Street station footprint.

### *Survey dates and times*

- 3.2.6 Surveys were undertaken for periods of 15 minutes with at least two hours between each survey period. These surveys were undertaken at the following times:
- Summer 2013:
    - Saturday 22nd June 2013, two 15 minutes observations between 11.00 and 13.30 (drizzle, 14 degrees); and
    - Sunday 23 June 2013, two 15 minutes observations between 13.00 and 15.30 (light rain and sunny spells, 14 degrees).

### *Survey points and zones*

- 3.2.7 Surveys for the site were undertaken from the following points.

Table 31: Open space - survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Park entrance on Park Street	15 minutes	At least 2 hours between surveys.
Survey point 2	Adjacent to Millennium Point	15 minutes	At least 2 hours between surveys.

### *Site specific considerations*

- 3.2.8 The park opened officially in March 2013; therefore, it was not possible to undertake autumn open space surveys in 2012. Summer surveys were undertaken in June 2013.
- 3.2.9 During the surveys there were patchy rain showers. Surveys were undertaken between these rain showers during dry spells and times of light drizzle, therefore readings may be below their summertime peak.

## Key findings and observations

- 3.2.10 The usage shown in the following sections is based on aggregating four 15 minute survey periods to give a usage per hour figure.

### Total users by use type

- 3.2.11 The main use recorded during summer surveys was walking, with many pedestrians using Eastside City Park to access Millennium Point or the city centre. The park was also used for skateboarding, cycling and sitting.
- 3.2.12 Table 32 below shows a total of 522 users recorded during the four 15 minute survey periods.

Table 32: Number of users at survey point one and two

	Informal recreation						Formal/organised active recreation					Numbers of users for all use types by survey date/time
	Walking/dog walking*	Running*	Cycling*	Sitting/relaxing/ picnicking	Child play areas	Other (specify)	Pitch based sports <sup>8</sup>	Court based sports <sup>9</sup>	Golf/putting	Water based sports <sup>10</sup>	Noisy sports <sup>11</sup>	
Summer surveys												
Weekend [22 June 2012, 23 June 2012]	488	0	7	23	0	4 <sup>12</sup>	0	0	0	0	0	522

### Comparative trends

- 3.2.13 Eastside City Park is most commonly used for walking, which makes up 93% of the uses recorded. Sitting or relaxing makes up the next popular use, but only equates to 4% of uses. Cycling and other uses make up the final 3%.

### Summary of key findings

- 3.2.14 The peak usage was recorded during the summer weekend survey on 23 June 2013 at 15:05. In total 215 people were recorded over a 15 minute period. This demonstrates that Eastside City Park is a very well used amenity space. In particular the park plays a key role in connecting areas of Eastside including Millennium Point, the nearby educational uses and the city centre, with a high number of people walking through the park.

<sup>8</sup> For example: football, cricket and rugby.

<sup>9</sup> For example: tennis, squash and bowls.

<sup>10</sup> For example: swimming, sailing, canoeing, fishing/angling and boating.

<sup>11</sup> For example: go carting, motor cross and quad biking.

<sup>12</sup> Four users: two were skateboarding, one was taking photographs, and one was a BCC litter picker.

### *Factors affecting assessment*

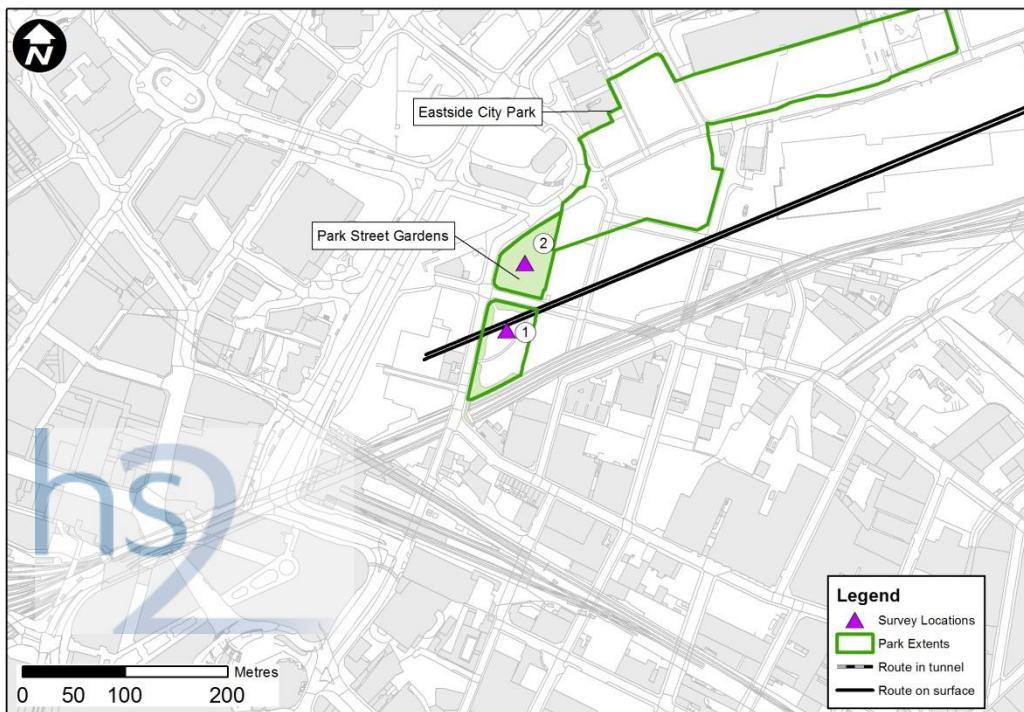
- 3.2.15 Eastside City Park had recently opened during the time the survey was undertaken, the usage of the Park could increase in time.

## 3.3 Park Street Gardens, Birmingham City Council, Park Street

### Site overview

- 3.3.1 Park Street Gardens is a public open space which is located to the east of Birmingham City centre, 200m north east of Moor Street station and immediately adjacent to Hotel La Tour. It is the site of a former post-medieval period cemetery and also provides a green space with benches and pathways.
- 3.3.2 Park Street Gardens is approximately 6620m<sup>2</sup> in size. It is split into two parts, divided by Fazeley Street.
- 3.3.3 Park Street Gardens is located east of the main city centre shopping areas and south of a higher education cluster comprising Aston University, Birmingham City University, Birmingham Metropolitan College's Matthew Boulton Campus, as well as Birmingham Ormiston Academy.

Figure 2 Site overview



## Relationship between the site and the proposed Scheme

- 3.3.4 Park Street Gardens will be removed permanently during the construction of the proposed scheme. The majority of Park Street Gardens is situated within the footprint of the proposed Curzon Street station, where the Proposed Scheme will terminate. The northern extent of Park Street stations will be developed as public realm, the Curzon Promenade, to the north of Curzon Street station.

### *Survey dates and times*

- 3.3.5 Four surveys of 15 minutes were undertaken on each day, with at least two hours in between. Surveys were undertaken during the following times:
- Summer 2012:
    - Sunday 12 August 2012, 08:00-18:00 (cloudy, 14 degrees).
  - Autumn 2012:
    - Tuesday 6 November 2012, 09:30-16:30 (cloudy, cool and damp).

### *Survey points and zones*

- 3.3.6 During surveys a total of eight 15 minute surveys were undertaken with two surveyors, one based at survey point 1 and one based at survey point 2 to ensure that users could be recorded across the entire area.

Table 33: Open space - survey points, zones and duration of survey period

Name	Location	Survey duration	Frequency
Survey point 1	Benches located in the centre of the southern burial ground.	15 minutes	At least 2 hours between surveys.
Survey point 2	Benches located in the centre of the northern parkland.	15 minutes	At least 2 hours between surveys.

### *Site specific considerations*

- 3.3.7 During the autumn surveys there were patchy rain showers. Surveys were undertaken between these rain showers during dry spells, as this was judged as being a typical autumnal day.

### *Key findings and observations*

- 3.3.8 The usage shown in the following sections is based on aggregating four 15 minute survey periods to give a usage per hour figure.

## Total numbers of users by use type

3.3.9 The tables below show that Park Street Gardens is used predominantly as a right of way with people accessing the wider area of Eastside to the east and the city centre to the west. A small number of people were recorded sitting at the benches and one cyclist was recorded.

Table 34: Number of users at survey point one

	Informal recreation						Formal/organised active recreation						Numbers of users for all use types by survey date/time
	Walking/dog walking*	Running*	Cycling*	Sitting/relaxing/ picnicking	Child play areas	Other (specify)	Pitch based sports <sup>13</sup>	Court based sports <sup>14</sup>	Golf/putting	Water based sports <sup>15</sup>	Noisy sports <sup>16</sup>	Other (specify)	
Summer surveys													
Weekend 12 August 2012, 2 September 2012	56	-	-	6	-	-	-	-	-	-	-	-	62
Autumn surveys													
Weekday 6 November 2012	45	0	1	4	0	0	0	0	1	0	0	0	51

Table 35: Number of users at survey point two

	Informal recreation						Formal/organised active recreation						Numbers of users for all use types by survey date/time
	Walking/dog walking*	Running*	Cycling*	Sitting/relaxing/ picnicking	Child play areas	Other (specify)	Pitch based sports <sup>17</sup>	Court based sports <sup>18</sup>	Golf/putting	Water based sports <sup>19</sup>	Noisy sports <sup>20</sup>	Other (specify)	
Summer surveys													
Weekend 12 August 2012	51	-	-	-	-	-	-	-	-	-	-	-	51
Autumn surveys													
Weekday 6 November 2012	19	0	1	0	0	0	0	0	0	0	0	0	20

Note: The number of users for walking, running and cycling has been estimated per hour by aggregating the time periods.

<sup>13</sup> For example: football, cricket and rugby.

<sup>14</sup> For example: tennis, squash and bowls.

<sup>15</sup> For example: swimming, sailing, canoeing, fishing/angling and boating.

<sup>16</sup> For example: go carting, motor cross and quad biking.

<sup>17</sup> For example: football, cricket and rugby.

<sup>18</sup> For example: tennis, squash and bowls.

<sup>19</sup> For example: swimming, sailing, canoeing, fishing/angling and boating.

<sup>20</sup> For example: go carting, motor cross and quad biking.

## **Comparative trends**

- 3.3.10 The surveys indicate that the southern burial ground part of the site is more frequently used than the northern parkland, with an average of 57 users per hour compared to 36. This may be due to hoardings which were erected around Eastside City Park at the time of the surveys, creating an informal walkway which naturally extended into the southern part of the site. Access around the northern part of the site was restricted due to the adjacent works at Eastside City Park.

## **Total numbers of users by type of activity**

- 3.3.11 Park Street Gardens is most commonly used for walking, comprising 93% of the uses recorded. Sitting or relaxing equates to 5% of uses.

## **Summary of key findings**

- 3.3.12 Autumn surveys showed that walking was by far the most popular activity in the site, making up 93% of all uses.
- 3.3.13 The peak usage was recorded during the autumn weekday survey on 6 November 2012 at 11:45. In total 25 people were recorded across both survey points, however it was also the peak time for each point individually, with 14 people counted at survey point 1, and 11 at survey point 2.

## *Factors affecting assessment*

- 3.3.14 Eastside City Park was under construction with nearby hoarding, towards the north-west of Park Street Gardens.

## 4 References

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